

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A vehicular parking brake apparatus, comprising:
- a right-side parking brake and a left-side parking brake that brake a right-side wheel and a left-side wheel, respectively, of at least one group of a front wheel group and a rear wheel group of a vehicle;
 - a drive power source that operates the right-side parking brake and the left-side parking brake; and
 - a controller that controls the drive power source, the controller including an antilock control ~~portion that commonly controls~~ portion, wherein an operating force of the right-side parking brake and an operating force of the left-side parking brake ~~produced~~ are commonly controlled by driving the drive power ~~source, based~~ source based on a state of slip of a wheel of the right-side wheel and the left-side wheel that exhibits a greater change in a state of wheel rotation.
2. (Original) The vehicular parking brake apparatus according to claim 1, wherein the drive power source commonly drives the right-side parking brake and the left-side parking brake, and the right-side parking brake and the left-side parking brake comprise:
- brakes that are provided for the right-side wheel and the left-side wheel, respectively; and
 - a transfer device that connects the brakes to the drive power source and has an equalizer which distributes a drive power of the drive power source equally to the brake of the right-side wheel and the brake of the left-side wheel.

3. (Original) The vehicular parking brake apparatus according to claim 2, wherein the antilock control portion comprises a common drive power source control portion that commonly controls the operating force of the right-side parking brake and the operating force of the left-side parking brake by controlling the common drive power source.

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4. (Original) The vehicular parking brake apparatus according to claim 3, wherein the antilock control portion commonly controls the operating force of the right-side parking brake and the operating force of the left-side parking brake based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip.

5. (Original) The vehicular parking brake apparatus according to claim 2, wherein the antilock control portion commonly controls the operating force of the right-side parking brake and the operating force of the left-side parking brake based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip.

6. (Original) The vehicular parking brake apparatus according to claim 1, wherein the antilock control portion commonly controls the operating force of the right-side parking brake and the operating force of the left-side parking brake based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip.

7. (Currently Amended) A vehicular parking brake apparatus, comprising:
 a drive power source provided on a vehicle body of a vehicle;
~~a parking brake including a brake~~ a right-side parking brake provided on a right wheel and a left-side parking brake provided on a left wheel that ~~is~~ are connected to the vehicle body via ~~a suspension device,~~ devices, and a transfer device that mechanically transfers a drive power of the drive power source to the ~~parking brake;~~ brakes; and
 a controller that controls an operating force of the parking ~~brake~~ brakes by increasing/reducing the drive power of the drive power source while reducing an overshoot of a state of slip of the wheels corresponding to the parking ~~brake~~ brakes, wherein an operating

force of the right-side parking brake and an operating force of the left-side parking brake are commonly controlled.

8. (Original) The vehicular parking brake apparatus according to claim 7, wherein the transfer device includes a transfer member train, and the controller includes a stroke control portion that controls a drive stroke of the transfer member train so that the drive stroke approaches a target stroke determined based on the state of slip of the wheel.

9. (Currently Amended) A vehicular parking brake apparatus, comprising:

a drive power source;

a parking brake that is a right-side parking brake and a left-side parking brake

operated by driving the drive power source; and

a parking brake controller that controls an operating force of the right-side parking brake and an operating force of the left-side parking brake ~~of the parking brake~~ by switching the drive power source at least between an increase state in which the drive power source is operated so that the operating ~~force~~ forces of the parking ~~brake~~ brakes are increased, and a decrease state in which the drive power source is operated so that the operating ~~force~~ forces of the parking ~~brake~~ brakes are decreased, based on a state of slip of a wheel corresponding to the parking ~~brake~~ brakes, wherein the operating force of the right-side parking brake and the operating force of the left-side parking brake are commonly controlled.

10. (Currently Amended) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller has a hold state in which the drive power source is operated so that the operating ~~force~~ forces of the parking ~~brake~~ brakes are maintained, and the parking brake controller sets the hold state at a time of switching between the increase state and the decrease state.

11. (Original) The vehicular parking brake apparatus according to claim 10, wherein the parking brake controller sets the drive power source to the decrease state if the state of slip of the wheel exceeds a predetermined upper threshold.

12. (Original) The vehicular parking brake apparatus according to claim 11, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

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13. (Original) The vehicular parking brake apparatus according to claim 10, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

14. (Original) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller sets the drive power source to the decrease state if the state of slip of the wheel exceeds a predetermined upper threshold.

15. (Original) The vehicular parking brake apparatus according to claim 14, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

16. (Original) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

17. (Original) A control method of a vehicular parking brake apparatus, comprising:

determining a change in a state of rotation of one of a right-side wheel and a left-side wheel;

determining a state of slip of one of the right-side wheel and the left-side wheel that exhibits a greater change in the state of rotation; and

commonly controlling an operating force of a right-side parking brake and an operating force of a left-side parking brake based on the determined state of slip.

18. (Currently Amended) A control method of a vehicular parking brake apparatus, comprising:

determining a state of slip of a wheel corresponding to a left-side parking brake and a right-side parking brake;

increasing/decreasing a drive power of a drive power source that operates the parking ~~brake~~ brakes while reducing an overshoot of the state of slip; and

controlling the operating force of the parking ~~brake~~ brakes by increasing/decreasing the drive ~~power~~ power, wherein an operating force of the left-side parking brake and an operating force of the right-side parking brake are commonly controlled.

19. (Currently Amended) A control method of a vehicular parking brake apparatus, comprising:

determining a state of slip of a wheel corresponding to a left-side parking brake and a right-side parking brake;

operating a drive power source that operates the parking ~~brake~~ brakes, to increase an operating force of the parking ~~brake~~ brakes, based on the state of slip;

operating the drive power source to decrease the operating force of the parking ~~brake~~ brakes if the state of slip exceeds a predetermined upper threshold; and

operating the drive power source to increase the operating force of the parking ~~brake~~ brakes at a time point when the state of slip of the wheel starts to decrease from a peak ~~value~~ value, wherein an operating force of the left-side parking brake and the right-side parking brake are commonly controlled.

20. (Currently Amended) The control method according to claim 19, wherein the

drive power source is operated to keep the operating force of the parking brake at a constant value at a time when the operating force of the parking brake is switched from an increased state to a ~~and then~~ decreased state, and at a time when the operating force of the parking brake is switched from the decreased state to the ~~and then~~ increased state.
